RECOMMENDATIONS

Based on the modeling exercise illustrated on the following pages, we have developed the following recommendations for the zoning ordinance.

Land Use Implementation Recommendations

- Create two separate categories of zoning districts based on building form and number of units:
  - **House-scale districts** for small-scale infill housing types (with building sizes similar to existing houses in the City) that implement General Residential - Sensitive and General Residential land use categories
  - **Medium-scale districts** for moderate-scale infill housing types (with buildings that look house-scale from the street but may be deeper than existing houses) that implement Medium Intensity land use category
- Create variable requirements or separate districts for Sensitive Areas, with additional requirements for providing affordable units and reducing the risk of displacement

General Recommendations

- Modify existing setback requirements to better match existing development patterns and provide flexibility for infill development
- Reduce or remove parking requirements, particularly for developments providing affordable units
- Where context-sensitive development and retention of existing structures is a priority, consider the following:
  - Variable building height and building width requirements
  - Variable lot coverage and setback requirements based on lot size, with smaller lots allowing for greater lot coverage than larger lot

REDUCING PARKING MINIMUMS:

Cities across the country have implemented reduced or no parking minimum requirements. The following communities could serve as examples for Charlottesville:

- **Raleigh, NC.** No minimum parking requirements and implemented parking maximums.
- **Dunwoody, GA.** No minimum parking requirements and implemented parking maximums.
- **South Bend, IN.** No minimum parking requirements.
- **Minneapolis, MN.** No minimum parking requirements.
- **Buffalo, NY.** No minimum parking requirements.

More Bike Parking

Bike parking should be required for all new construction. Most ordinances regulate both resident and employee parking (long-term) and visitor or patron parking (short-term). Long-term bike parking facilities are typically sheltered from the elements. Short-term bike parking facilities are typically located at entrances, and often within the right-of-way. This approach is found in the West Main Street districts, and should be expanded citywide.

ENVIRONMENTAL ISSUES

Climate Change

The changes proposed for the zoning rewrite support the City's efforts to mitigate climate change. This includes , but is not limited to the factors listed below:

- The proposed zoning approach supports more opportunities for infill development in the city. This can help lead to:
  - Decreased sprawl into undeveloped areas in the County, protecting those ecosystems,
  - Reduced emissions associated with commuting patterns, and
  - Reduced energy use and increased energy efficiency, as shown in multifamily units.
- The proposed zoning approach also supports more neighborhood-scale commercial uses, which (combined with improved transit, biking, and walking infrastructure) can reduce the need for using a car to complete daily tasks.
- The proposed zoning approach considers the use of reduced parking requirements. This can help to support more housing affordability, as well as reduce impervious surfaces and increase tree protection in the city.

Tree Protection

The existing tree protection standards should be retained in the new zoning, with minor improvements. There may be many ways in which the form standards can assist in protecting trees. One is to ensure that development standards are sufficiently flexible to support new development types while protecting trees.

One example might be allowing an on-site parking reduction in trade for specific tree protection. Also, the rules in the General Residential land use category requiring the protection of existing homes in trade for an additional residential unit may allow tree protection (because often where the existing home is not saved, the site will be completely graded, eliminating all existing trees). In addition, the standards for protection measures during construction should be improved, to eliminate the loss of protected trees.

Critical Slopes

The requirements for critical slopes should be moved out of the Zoning Ordinance into Chapter 10 - Water Protection. Critical slope issues are engineering standards, and should be treated as such.

Stormwater

The existing stormwater standards should be retained in the new zoning, with minor improvements. Managing impervious cover on sites allows the opportunity to introduce Low Impact Development (LID) best management practices to development sites. The City should consider whether existing design standards allow options for LID in parking lot design and other impervious cover areas to allow for better options for stormwater management.

Dark Skies

The City, County, and UVa have long been committed to reducing urban light pollution, allowing for clear viewing and reducing unwanted brightness and glare. Modernizing the site lighting standards in the zoning code to incorporate recent advancements in lighting technology such as LED bulbs and ensuring the existing regulations are enforceable is key to managing lighting for dark skies. Starting from the current Board of Architectural Review standards may yield the right outcome. It is important to note that setting standards requiring light meters or other equipment makes enforcement more difficult, so simplicity in these regulations will be critical.

SUBDIVISION VS. SITE PLAN

As future development occurs, there should be no difference in outcomes between subdivisions (platting into lots) and site plans (development on a single large lot or combination of lots). Making certain that both approaches yield equivalent results on the ground will ensure that future trends toward things like rental single-unit developments will result in the same site conditions as subdivision of the property.

ALTERNATIVE ENERGY / BUILDING CODE

While solar energy systems are handled in the current Zoning Ordinance, the development standards in the new zoning code should support wind and other alternative energy installations for buildings, including options for historic structures. Ensuring that at least a potion of parking areas are “EV Ready” (meaning wired for electric vehicle charging, even if no vehicle charging station is installed) is also a growing trend, and should be included in the new Zoning Ordinance.

KEEPING EXISTING STRUCTURES

Encouraging the preservation of existing structures is also an example of a way the new Zoning Ordinance can support sustainability. Creating a bonus for preservation of an existing house, while allowing new units to be constructed on the site, or within the existing structure will enhance sustainability in existing neighborhoods. The Board of Architectural Review (BAR) will continue to review development and issue certificates of appropriateness in the historic districts.

HISTORIC AND CONSERVATION DISTRICTS

Existing Historic and Conservation Districts should remain intact in the new zoning ordinance. Within the parameters of those districts, the new Zoning Ordinance should allow for additional units in historic districts while also ensuring that existing "contributing" structures maintain their status within the historic district.

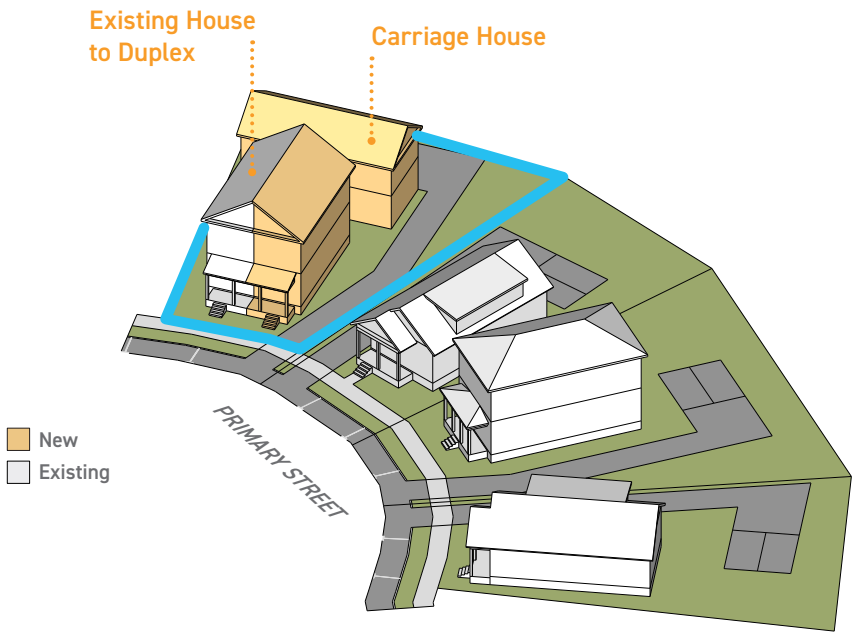
The new Zoning Ordinance should also clarify the difference between designated local historic districts and the City's conservation districts. The conservation districts should demonstrate a "lighter touch" focused more on the form and character of development. This may be possible to achieve using form standards alone, without the need for a separate designation.

DEVELOPMENT SCENARIOS:

CURVILINEAR LOT

A

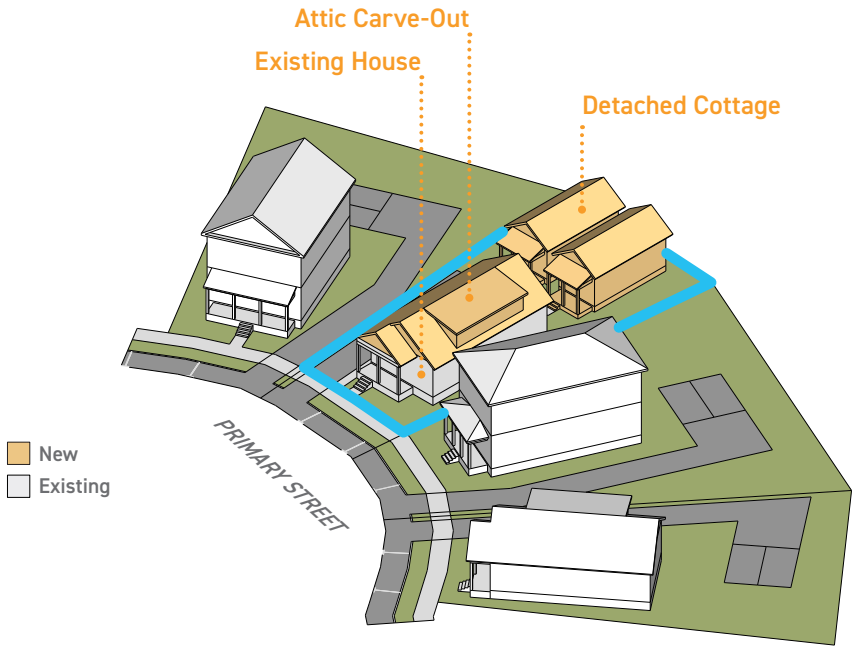
- ☑ GENERAL RESIDENTIAL - SENSITIVE
- ☑ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



DEVELOPMENT DETAILS	
Lot size	8,300 SF
Units	2 Existing House to Duplex 2 Carriage House
Parking	4 On-site 1 On-street
Vehicle access	Front
Lot coverage	56%

B

- ☑ GENERAL RESIDENTIAL - SENSITIVE
- ☑ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



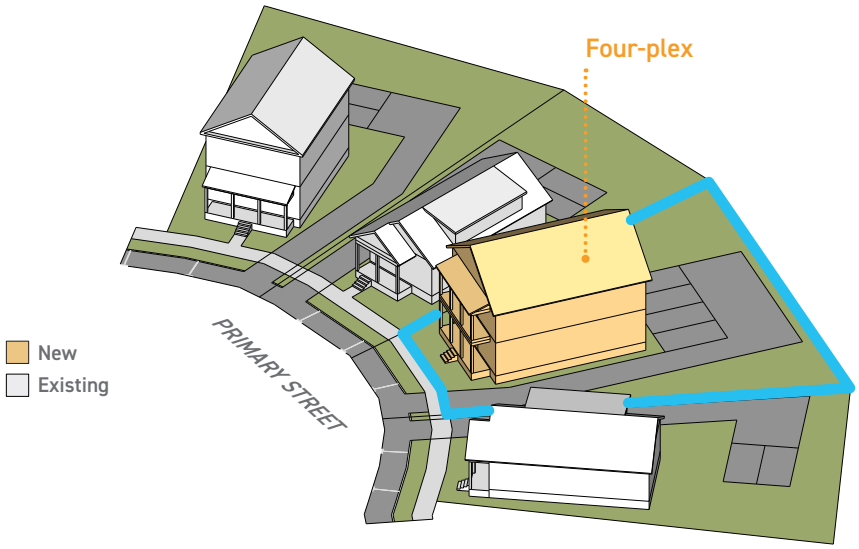
DEVELOPMENT DETAILS	
Lot size	6,500 SF
Units	1 Existing House 1 Attic Carve-Out 2 Detached Cottages
Parking	3 On-site 1 On-street
Vehicle access	Front
Lot coverage	53%

DEVELOPMENT SCENARIOS:

CURVILINEAR LOT

C

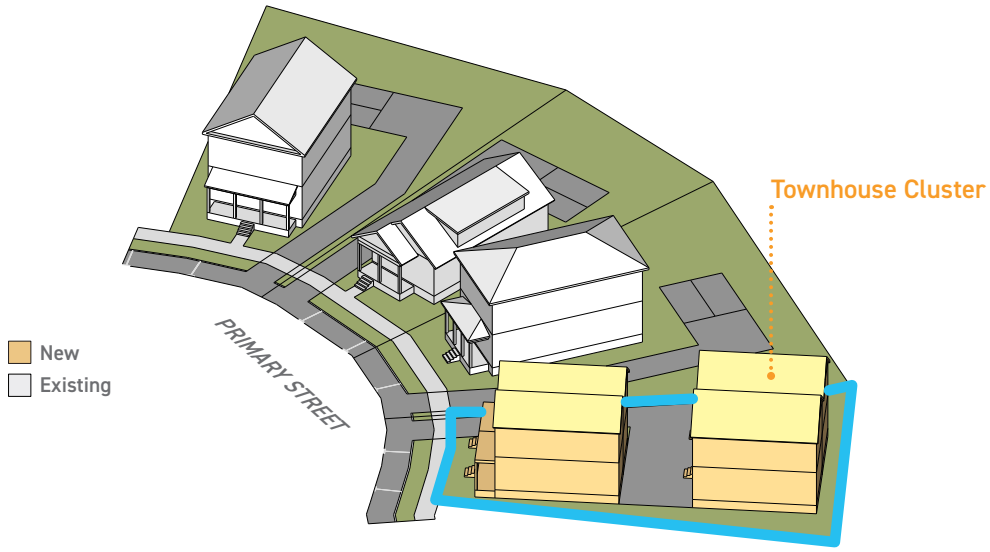
- ☐ GENERAL RESIDENTIAL - SENSITIVE
- ☐ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



DEVELOPMENT DETAILS	
Lot size	9,000 SF
Units	4 Four-plex
Parking	4 On-site 1 On-street
Vehicle access	Front
Lot coverage	50%

D

- ☐ GENERAL RESIDENTIAL - SENSITIVE
- ☐ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



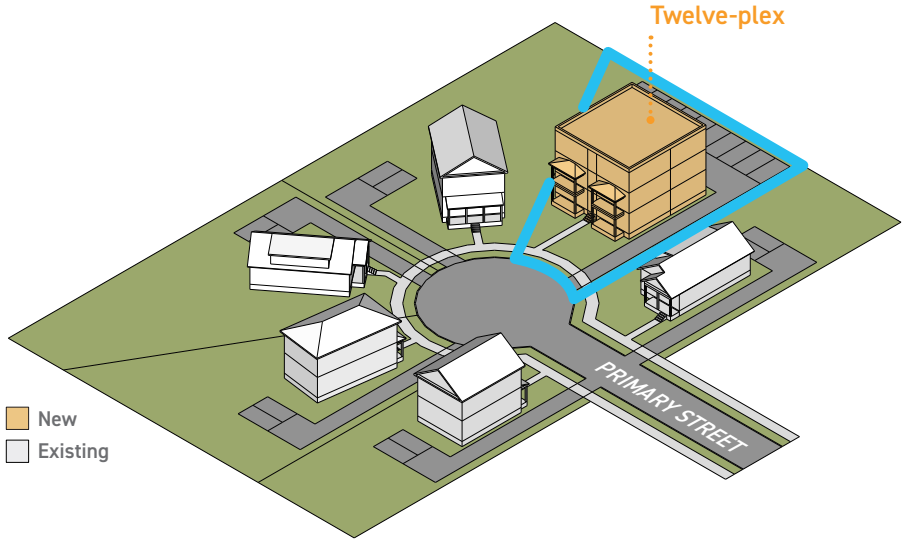
DEVELOPMENT DETAILS	
Lot size	7,300 SF
Units	4 Townhouse Cluster
Parking	4 On-site 1 On-street
Vehicle access	Front
Lot coverage	61%

DEVELOPMENT SCENARIOS:

CUL-DE-SAC LOT

A

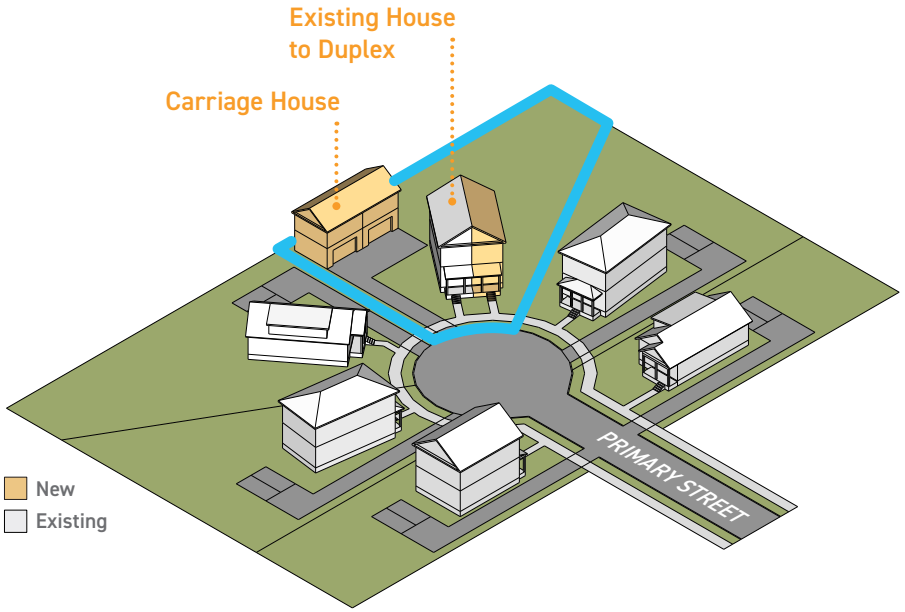
- ☐ GENERAL RESIDENTIAL - SENSITIVE
- ☐ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



DEVELOPMENT DETAILS	
Lot size	12,600 SF
Units	12 Twelve-plex
Parking	10 On-site 0 On-street
Vehicle access	Front
Lot coverage	62%

B

- ☑ GENERAL RESIDENTIAL - SENSITIVE
- ☑ GENERAL RESIDENTIAL
- ☑ MEDIUM INTENSITY RESIDENTIAL



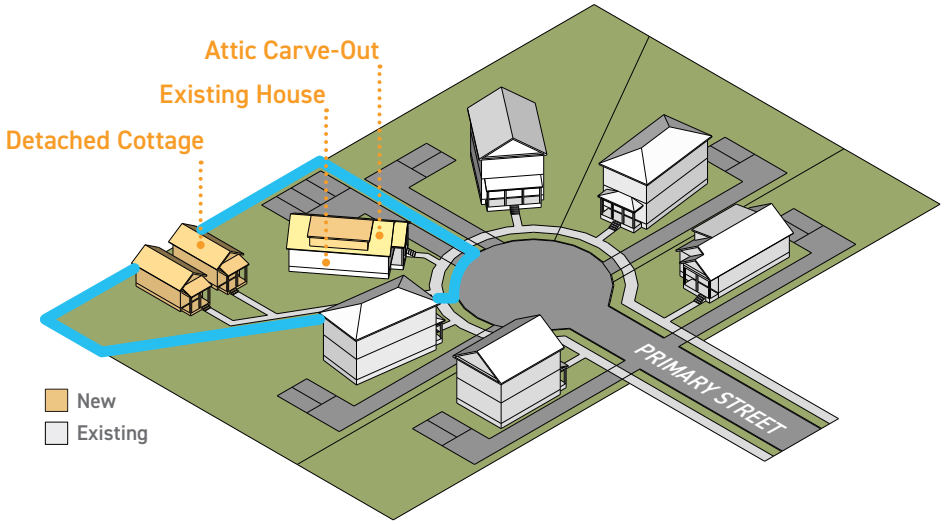
DEVELOPMENT DETAILS	
Lot size	15,500 SF
Units	2 Existing House to Duplex 2 Carriage House
Parking	4 On-site 0 On-street
Vehicle access	Front
Lot coverage	26%

DEVELOPMENT SCENARIOS:

CUL-DE-SAC LOT

C

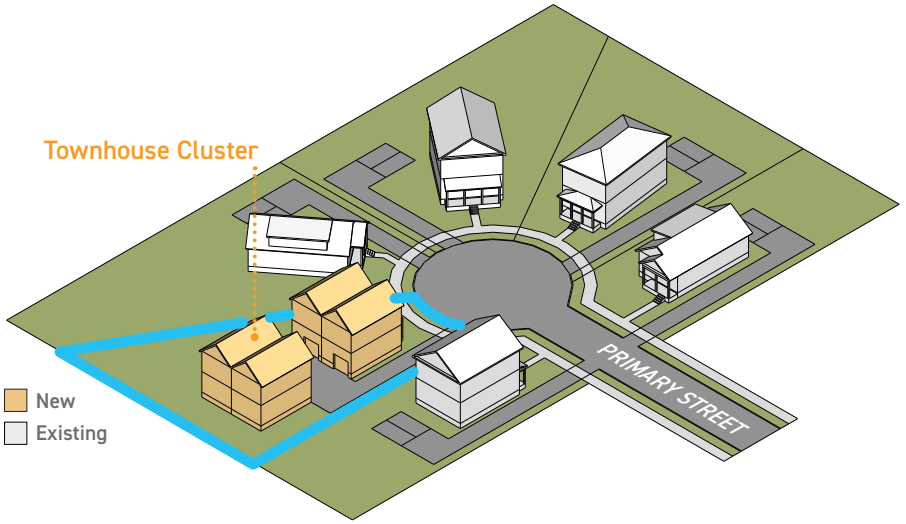
- [x] GENERAL RESIDENTIAL - SENSITIVE
- [x] GENERAL RESIDENTIAL
- [x] MEDIUM INTENSITY RESIDENTIAL



DEVELOPMENT DETAILS	
Lot size	15,500 SF
Units	1 Existing House 1 Attic Carve-Out 2 Detached Cottages
Parking	4 On-site 0 On-street
Vehicle access	Front
Lot coverage	32%

D

- [ ] GENERAL RESIDENTIAL - SENSITIVE
- [ ] GENERAL RESIDENTIAL
- [x] MEDIUM INTENSITY RESIDENTIAL



DEVELOPMENT DETAILS	
Lot size	12,600 SF
Units	4 Townhouse Cluster
Parking	4 On-site 0 On-street
Vehicle access	Front
Lot coverage	39%